

VOLUME 3. AIR OPERATOR TECHNICAL ADMINISTRATION

CHAPTER 1. OPERATIONS SPECIFICATIONS

SECTION 3. OPERATIONS SPECIFICATIONS PART A - GENERAL

61. DISCUSSION. This section and sections 4, 5, and 6 discuss each standard template available for issuance by the automated Operations Safety System (OPSS). These templates are more commonly referred to as “paragraphs.” The standard paragraphs discussed in this order are limited to operations in accordance with Title 14 of the Code of Federal Regulations (14 CFR) part 91, subpart K, part 135, and part 121.

A. The standard paragraphs for part 135 and 121 are called Operations Specifications (OpSpecs).

B. The standard paragraphs for part 91K are called Management Specifications (MSpecs).

C. References are provided to other sections of this handbook, to Advisory Circulars (AC), or other applicable documents that discuss detailed requirements for certain standard paragraphs.

D. Before issuing a standard paragraph, any specific requirements specified by this order or the referenced material (relative to the paragraph being issued) must be met. Before reading the following sections for the first time, it is advisable to review the applicable paragraphs available

in the OPSS for the specific regulation.

E. There are some standard paragraphs that are required to be issued to all operators for a specific regulation. There are standard paragraphs that are optional and only issued when the operator is specifically authorized to conduct those operations.

63. PART A OPERATIONS AND MANAGEMENT SPECIFICATIONS PARAGRAPHS.

OPSPEC/MSPEC A001 - ISSUANCE AND APPLICABILITY.

A. *A001 identifies the OpSpecs/MSpecs holder.* The name must be the legal name of the operator. A001 also specifies the kinds of operations authorized, and the applicable regulatory sections under which the operations are to be conducted and any other business names under which the operations are being conducted. See the new OPSS user’s manual for additional guidance to issue A001.

B. Following is a summary of the information required in OpSpec/MSpec A001:

Type of Certificate	Any of the following may apply:	Type of Carriage:	Regulation Reference:	Economic Authority Text to be inserted:
Air Carrier	Domestic	Common	119.21(a)(1) (Part 121)	and provided, at all times, the certificate holder has written economic authority issued by the Department of Transportation.
Air Carrier	Flag	Common	119.21(a)(2) (Part 121)	and provided, at all times, the certificate holder has written economic authority issued by the Department of Transportation.
Air Carrier	Supplemental Passenger (more than 60 pax and/or >18,000# payload)	Common	119.21(a)(3) (i) (Part 121)	and provided, at all times, the certificate holder has written economic authority issued by the Department of Transportation.

Type of Certificate	Any of the following may apply:	Type of Carriage:	Regulation Reference:	Economic Authority Text to be inserted:
Air Carrier	Supplemental All Cargo	Common	119.21(a)(3) (ii) (Part 121)	and provided, at all times, the certificate holder has written economic authority issued by the Department of Transportation.
Air Carrier	Commuter (5+ trips/week)	Common	119.21(a)(4) (Part 135)	and provided, at all times, the certificate holder has written economic authority issued by the Department of Transportation.
Air Carrier	On Demand (less than 5 round trips/week)	Common	119.21(a)(5) (Part 135)	and provided, at all times, the certificate holder has written economic authority issued by the Department of Transportation.
Air Carrier	Commuter (flag or domestic)	Common	119.21(b) (Part 121)	and provided, at all times, the certificate holder has written economic authority issued by the Department of Transportation.
Air Carrier	On Demand (Supplemental)	Common	119.21(c) (Part 121)	and provided, at all times, the certificate holder has written economic authority issued by the Department of Transportation.
Operating	Flight (Part 125)	Private Non Common	119.23(a) (Part 125)	and provided the certificate holder does not conduct any operation which results directly or indirectly from the certificate holder or any other person holding out to the public to provide for the carriage of person or property.
Operating	On Demand (non scheduled)	Private Non Common	119.23(b) (Part 135) Ltd. to holding out to public # of Contracts (Definitions) 119.233(3) (b)	and provided the certificate holder does not conduct any operation which results directly or indirectly from the certificate holder or any other person holding out to the public to provide for the carriage of person or property.
None	Fractional	Non Common	Park 91K	None

C. A001 Provides for the authorization to conduct operations under other business names known as “doing business as” (DBA). If no operations are authorized to be conducted under another DBA, the statement selected will state that “the operator is authorized to use only the business name which appears on the certificate to conduct the operations described in subparagraph a.” “Other business names (DBAs)” authorized under 14 CFR part 215 or part 298 must be listed in OpSpecs. Before listing a DBA in an operator’s OpSpecs or entering a DBA in an Air Oper VIS File, inspectors must verify that the DBA is on file with DOT or an appropriate state agency. This verification can be accomplished by one of the following means:

(1) The operator shows that the DBA is listed on a DOT registration (proof of insurance);

(2) The operator shows that the DBA is listed on a DOT certificate of public convenience and necessity;

(3) The operator shows that the DBA is authorized by a DOT order or other DOT document;

(4) When the operator claims the DBA is on file with the DOT, verification must be made by contacting DOT’s Office of Aviation Analysis, Air Carrier Fitness Division, (202) 366-9721; or

(5) When an “operating certificate” is involved, the operator shows that the DBA is authorized and registered by an appropriate state authority.

(6) DBAs can apply to part 91K, but they do not have economic authority requirements.

OPSPEC/MSPEC A002 - DEFINITIONS AND ABBREVIATIONS. (HBAT 99-17 TO BE INCORPORATED.). A002 includes definitions of words or phrases used in other paragraphs. These definitions are not found in the regulations and should enhance understandings between the FAA and the aviation industry. Washington headquarters-developed definitions shall not be changed by regional or district offices. Definitions will be added by Washington headquarters when it becomes apparent that they are needed. Addition of a definition by a Certificate Holding District Office (CHDO) makes the whole paragraph nonstandard and must be processed as a nonstandard OpSpec/MSpec request.

OPSPEC/MSPEC A003 - AIRPLANE/AIRCRAFT AUTHORIZATION. A003 authorizes an operator to use specific make/model/series of airplanes or aircraft in part 121, part 135, or part 91K operations. The following provides direction for the information fields which must be added to this paragraph.

A. *Make/Model/Series, part 121, part 135, and part 91K.* When entering an authorized make/model/series into A003, it should be selected from the listing provided in the OPSS. If the appropriate make/model/series cannot be found

in the OPSS, inspectors should immediately notify the OPSS Help Desk so that the aircraft can be updated.

B. Passenger Seating Capacity or Cargo Only, Part 121.

(1) The passenger seating capacity used by the operator during the emergency evacuation demonstration required by 14 CFR § 121.291(a) or (b) for each make/model/series listed must be entered in the column labeled “Demonstrated.” If the demonstrated passenger seating capacity applies to more than one series of a particular make and model, it (the seating capacity) shall be listed for each series to which it applies. It is unnecessary to list seating configurations used by the operator that are less than the demonstrated seating capacity. The demonstrated seating capacity shall also be listed in the column labeled “Approved.” However, if the operator requests a higher seating capacity than that which was demonstrated by the operator, the principal operations inspector (POI) may approve the higher capacity under the following conditions:

(a) The higher seating capacity does not require another emergency evacuation demonstration to be conducted in accordance with section 121.291(a) or (b). (See paragraph 1683.)

(b) The higher seating capacity does not exceed the maximum approved passenger seating capacities listed in Table 3.10.7.1, paragraph 1765.

(c) The POI lists the higher seating capacity in the column labeled “Approved.”

(2) If the airplane is configured for cargo only, the phrase “Cargo Only” shall be entered in the column labeled “Approved.” In some situations, such as combination passenger/cargo configurations, the approved seating capacity and the required number of flight attendants may need elaboration. This elaboration should be accomplished by adding additional text as an extra subparagraph to the paragraph.

C. *Required Number of Flight Attendants, Part 121.* The number of flight attendants used during the emergency evacuation demonstration must be entered for each make/model/series listed.

D. *Class of Operation.* The appropriate class of operation must be entered for each make/model/series listed. Only one of the five classes of operation shall be entered for each make/model/series. The five classes of operations are: Single Engine Land (SEL), Single Engine Sea (SES), Multi-engine Land (MEL), Multiengine Sea (MES), and Helicopter (HEL). If a particular make/model/series can be operated in more than one class (such as an amphibious airplane) the make/model/series should be listed twice with each listing, showing the appropriate class (such as SES, SEL). When entering the data in the OPSS, the total number of aircraft should be entered in only one of the two entries.

E. Type of Operation. The appropriate en route flight rule must be entered for each make/model/series. If the make/model/series is approved for IFR operations, enter the phrase “IFR/VFR” in the column labeled “En route Flight Rule.” If the make/model/series is restricted to VFR operations only, select the phrase “VFR Only.” The day/night condition must also be selected for each make/model/series. If the make/model/series is approved for both day and night conditions, select the phrase “Day/Night” in the column labeled “Day/Night Conditions.” If the make/model/series is approved for daylight conditions only, select the phrase “Day Only.” Part 121 operations are required to conduct operations IFR.

F. Flight Attendant or Cargo Only, Part 135. The flight attendant requirement for each make/model/series must be listed. If the make/model/series is configured with more than 19 passenger seats, enter the number “1” in the column labeled “Flight Attendant Or Cargo Only.” If the passenger seating configuration is 19 seats or less, enter the word “None.” If the make/model/series is configured for cargo-only operations, enter the phrase “Cargo Only” in this column.

OPSPEC/MSPEC A004 - SUMMARY OF SPECIAL AUTHORIZATIONS AND LIMITATIONS. This paragraph summarizes optional authorizations applicable to a particular operator.

OPSPEC/MSPEC A005 - EXEMPTIONS AND

DEVIATIONS. In order for an operator to conduct operations under the provisions of any exemption or deviation, the exemption or deviation must be listed in A005.

A. Exemptions. The current exemption number and expiration date must be selected for insertion into A005. List the exemption numbers in numerical order. In the space labeled “Remarks and/or References” (adjacent to each exemption), enter a brief description of the exemption or, if appropriate, the exempted regulations. If certain conditions or limitations related to the exemption are specified in another paragraph of the OpSpecs, the reference number of the other paragraph must also be entered in this space. For example, if a single HF radio is permitted by exemption in certain areas of en route operation, a reference to OpSpec B050 should be made (such as, “see paragraph B050”). In this example, the appropriate areas of en route operation in B050 should contain a note authorizing the provisions of that exemption for those areas.

B. Deviations. The applicable 14 CFR sections to which a deviation has been granted must be entered in A005b. Select the applicable deviations by 14 CFR section. In the space labeled “Remarks and/or References” (adjacent to each deviation), briefly describe the provisions of the deviation. For example, if an operator is granted a deviation to permit the same person to serve as director of operations and director of maintenance, the applicable 14 CFR section must be listed. In the “Remarks and/or Reference” space, enter information specific to that operator or N/A. The following standard OpSpecs paragraphs must be referenced and issued when granting deviations in the following subject areas (others may also be applicable):

<u>SUBJECT</u>	<u>PARAGRAPH NUMBER</u>	<u>APPROPRIATE REGULATION</u>
Management	A006	Various, depends on operating regulation, management position, and qualifications
Extended-Overwater Operations without liferafts	A013	Sections 121.339 (a) (2), (3), and (4)
Basic Part 135 Operator On-Demand Operations Only	A038	Sections 135.21(a), 119.69(b), and 135.341(a)
Basic Part 135 Operator Commuter and On-Demand	A037	Sections 135.21(a), 1119.69(b), and 135.341(a)
Part 135 Single Pilot-in-Command Operator	A039	Sections 135.21(a), 119.69(b), and 135.341(a)
Extended-Range Operations with Two- Engine Airplanes	B042	Section 121.161(a)
Special Fuel Reserves in International (Flag) Operations	B043	Section 121.645(b)(2)

OPSPEC A006 - MANAGEMENT PERSONNEL.

A. An operator’s management personnel may have titles

different from titles of management positions used in 14 CFR. The intent of A006 is to clearly identify the operator’s management personnel who are fulfilling 14 CFR

management positions. A006 is also used to approve deviations from required management positions. Direction and guidance for approving deviations from management requirements is in subparagraph C below. Approval of these deviations must be indicated in A006 as follows:

(1) For deviations which permit less than the required management positions, leave the positions which are not filled blank. Enter N/A for Single Pilot Operators and Single Pilot-in-Command Operators.

(2) For deviations which permit the same person to fill two or more positions, enter the name and title of that person in the appropriate positions.

(3) For deviations which permit a person to hold a management position when that person does not meet the regulatory qualification requirements, enter the name and title of that person in the appropriate position.

(4) In all cases the appropriate regulatory section must be listed in OpSpecs A005(b) of the OpSpecs.

B. The OPSS must be accurate and contain at least the information required for OpSpecs in order for the OpSpecs to be correct. Additional text may be added to A006 without making it nonstandard, provided the extra paragraph is used to identify additional management positions (such as more than one chief pilot), or to specify conditions of a deviation. If the extra paragraph provides for anything other than the preceding, it must be processed in accordance with paragraph 37B of this chapter.

C. Section 119.65 requires management and technical personnel positions for certificate holders operating under part 121 (i.e., Director of Safety, Director of Operations, Chief Pilot, Director of Maintenance, Chief Inspector). Section 119.69 requires management and technical personnel positions for certificate holders operating under part 135 (i.e., Director of Operations, Chief Pilot, Director of Maintenance). Sections 119.67 and 119.71 specify the airman and experience qualifications for personnel serving in these positions for part 121 and part 135, respectively. Sections 119.67(e) and 119.71(f) specify airman, managerial, and supervisory experience deviation authority. The regulations are intended to ensure that persons holding these required management and technical positions have the measure of experience as well as the demonstrated capability needed to effectively manage these types of programs. In addition, persons exercising control over the maintenance and operations programs must have that level of qualification and experience that will allow these persons to carry out their duties and responsibilities with the degree of expertise consistent with the certificate holder's responsibility to operate with the highest possible degree of safety. The deviation request element of the regulations is intended to provide the certificate holder a measure of flexibility in order to allow employment of persons who may not possess the exact type or level of experience

outlined in the regulations but have other experience that is found to be comparable. Further, the deviation request procedure is not intended to accommodate individuals who do not possess the length of experience required by the regulations.

D. When a certificate holder requests a management experience deviation, or management positions or numbers of positions other than the requirements of section 119.65 through section 119.71, they must request it through their certificate holding district office (CHDO). The request must adhere to the following processes and procedures as well as contain a minimum of the following information for evaluation:

(1) *Management Deviation Request Contents.*

(a) Full certificate name including dbas of the requesting entity (i.e., ABC Airlines, Inc. dba XYZ Air);

(b) Complete address and certificate number of certificate holder;

(c) Full name and airman certificate number of the management applicant;

(d) Number of aircraft by category, class and type;

(e) Number of employees/pilots/other crewmembers;

(f) Areas and kinds of operations (e.g., CONUS, domestic, etc.) authorized;

(g) Statement of operations authorized (e.g., single pilot-in-command (PIC), Basic Part 135 On-Demand Only, part 121, etc.);

(h) Any other management deviations held by the certificate holder;

(i) Statement of why the certificate holder requires a management deviation, management position(s) involved, and what comparable experience the individual has that would justify the management deviation; and

(j) A resume for the individual which specifically outlines their work experiences and duration of each work experience to include, if appropriate, PIC, certified mechanic, and/or management experience for the kind of operations conducted.

NOTE: The information contained in the resume must be verified by the POI or PMI, as appropriate.

(2) *Evaluating Management Experience Deviation Requests Part 119.*

(a) *Lack of Airmen Certificates.* The regulations do not permit the issuance of an airman certificate requirement deviation for individuals who do not hold the required airmen certificates or ratings. However, they may apply for an exemption under 14 CFR part 11.

(b) *Director of Safety Position.* Each certificate holder that conducts operations under part 121 must have a director of safety. This person is responsible for keeping the certificate holder’s highest management officials fully informed about the safety status of the company. An independent, full time position is required. However, in a small part 121 operation, the director of safety functions may be an additional function of a current manager. Any request for a management deviation involving a director of safety position must be approved by AFS-200.

NOTE: Requests for one individual to fill this position for more that one certificate holder concurrently will not be considered.

(c) *Comparable Experience.* A management position experience deviation may be issued for individuals who lack the precise experience requirements (specified in § 119.67 and/or § 119.71) if acceptable comparable experience is presented and accepted by the Administrator.

i. *Director of Operations/Chief Pilot Positions.* Experience in any position where the normal duties and responsibilities included management/supervisory oversight and/or control of the development upkeep, as well as the performance of one or more elements of an operator’s operational control system, may be considered as comparable experience. Additionally, management positions wherein the applicant exercised management decision making processes may be considered as comparable experience (i.e., Assistant Director of Operations, Assistant Chief Pilot, General Manager). Experience involving operational

control may also be acceptable (i.e., Supervisory Aircraft Dispatcher, Supervisory Flight Follower).

- For certificate holders with only a single PIC or a basic part 135 operation, the following examples may be considered as comparable experience:1) experience as a PIC conducting the same kinds of operations that the applicant would be responsible for managing; 2) manager of a corporate flight department with operations similar to an air carrier; 3) a military PIC position with responsibilities and experience comparable to a civil aircraft operation PIC; 4) a management position with responsibilities for safely transporting passengers and/or military executive charter.
- All acceptable, comparable experiences added together must equal the required 3 years. However, experience as a military fighter pilot flying in combat scenarios, a flight instructor, a crop duster, or a helicopter external load operator, would not be considered comparable experience. A college education or educational experience in aviation or writing manuals does not substitute for actual work experience.

Example for a Chief Pilot Deviation

POSITION/TITLE	LENGTH OF EMPLOYMENT	COMPARABLE EXPERIENCE
Part 135 PIC	24 months	Acceptable (24 months)
Assistant Chief Pilot	13 months	Acceptable (13 months)
Flight/Ground Instructor	26 months	Unacceptable (0 months)
		Total: (37 months)

In the example, the applicant would be approved. The applicant had 24 months of actual experience required by the regulation combined with 13 months of comparable experience for a total of 37 months (36 months required). The 26 months as a flight instructor is not comparable experience.

ii. *Director of Maintenance Positions.* Experience in any position where the normal duties and responsibilities included management oversight and/or control of the development, upkeep, as well as the performance of one or all of the following elements of an aircraft maintenance or inspection program: the maintenance program manual;

responsibility for airworthiness; maintenance and inspection organization; performance and approval of maintenance, preventive maintenance, and alterations; alterations performed by maintenance providers or contractors; continuing analysis and surveillance system; maintenance recordkeeping; and maintenance personnel training.

iii. *Chief Inspector Positions.* Experience in any position where the normal duties and responsibilities included management oversight and/or control of the development, upkeep, as well as the performance of one or all of the following elements of an aircraft maintenance inspection

tion, quality control, or quality assurance functions within a maintenance or inspection program: the inspection program policy and procedures; responsibility for airworthiness; inspection organization; quality assurance of the performance and approval of maintenance, preventive maintenance, and alterations; alterations performed by maintenance providers or contractors; maintenance recordkeeping; and inspection personnel training.

iv. Combined Positions. Any certificate holder who requests approval to combine two or more required management positions into one position must ensure that the person who will serve in that position meets the qualifications for, or receives a deviation for, each management position to be combined (e.g., Chief Pilot and Director of Operations), in addition to receiving an approval to combine the management positions. The size, scope, complexity, and work load of the operations that the applicant has been involved with, and will be involved with in the combined management position, must be considered when evaluating this request. Requests to combine the positions of Director of Maintenance and Chief Inspector shall not be approved.

NOTE: Applicants who serve in a combined management position, should not be assigned to any additional duties, e.g., check airman, aircraft instructor, etc.

(3) *Authority to Approve or Deny Management Requests.*

(a) Certificate Holding District Office (CHDO).

i. The manager of the CHDO is authorized to approve or deny management experience deviation requests for a certificate holder with only a single PIC, and for Basic Part 135 On-Demand Only certificate holders conducting on-demand passenger and/or cargo operations. This authority would include any combined positions or numbers of management positions other than the management positions specified in section 119.69(a). The CHDO's evaluation must include the following:

- Size, scope, any known expansion plans, and safety records of the certificate holder
- Accident/enforcement history of the certificate holder and management applicant
- Verification of the applicant's resume, including whether the applicant holds the required certificates and ratings
- Any significant justification or personal knowledge of the operator/management candidate, and
- Reasons for recommending approval or for recommending denial of the request

ii. If the CHDO has the authority, it will approve or deny the request. The CHDO will respond to the operator in writing. If the CHDO does not have the authority, it will make a written recommendation for approval or denial and forward the request to the Regional Flight Standards Division (RFSD).

(b) *Regional Flight Standards Division (RFSD).* The RFSD manager is authorized to approve or deny management experience deviations for all other part 135 certificate holders, except part 135 operators conducting commuter operations. This authority would include any combined positions or numbers of management positions other than the management positions specified in § 119.69(a). The RFSD will review the package from the CHDO. If the RFSD has the authority as stated above, it will approve or deny the request. The RFSD will reply in writing to the CHDO with a statement of approval or denial for the request. If the RFSD does not have the authority, the RFSD will attach their memo of recommendation for approval/denial and forward the request to AFS-200 or AFS-300, as appropriate.

(c) *Air Transportation Division/Aircraft Maintenance Division.* AFS-200 and/or AFS-300, as appropriate, will review the package forwarded from the RFSD. AFS-200 and/or AFS-300 will reply in writing to the CHDO through the RFSD with a statement of approval or denial of the request. AFS-200 and /or AFS-300 will not take action on requests received directly from certificate holders or CHDOs without CHDO Manager and RFSD Manager recommendations.

E. Program Tracking and Reporting Subsystem (PTRS) Input. The PTRS entry shall be listed as activity code number 1381 or 3381, as appropriate and the "national use" field entry should be "119DEV." POIs/PMIs should use the comments section to record comments of interaction with the operators.

OPSPEC/MSPEC A007 - OTHER DESIGNATED PERSONS.

A. Agent For Service. An agent for service is a person or company designated by the operator upon whom all legal notices, processes and orders, decisions, and requirements of the Department of Transportation (DOT), FAA, and National Transportation Safety Board (NTSB) shall be served. Once any of these documents has been served upon the operator's agent for service, the certificate holder cannot claim (legally) that it did not receive the documents. Section 1005 of the FA Act requires air carriers to designate an agent for service. The name, title, and address of the agent for service must be obtained from the operator and correctly entered into the OPSS Certificate Holder's Personnel tab.

B. Persons Designated to Apply for and Receive OpSpecs/MSpecs. Names and titles of persons designated by the operator as authorized to apply for and receive

OpSpecs/MSpecs must be entered in OpSpec A007. The OpSpecs Parts for which the designated person is responsible must also be entered. Principal inspectors may determine that it is appropriate to have signatures of these designated persons recorded in this subparagraph.

C. Part 91K. Part 91K Fractional ownership operations must identify the specific persons in MSpec A007 as follows:

- (1) Agent for service for the program manager.
- (2) Personnel designated to apply for and receive MSpecs for the program manager.
- (3) Point(s) of contact and required positions for those authorized a continuous airworthiness maintenance program.

OPSPEC A008 - OPERATIONAL CONTROL / MSPEC A008 - FLIGHT MANAGEMENT.

A. Each part 121 and part 135 operator must have a system and/or procedures for the control of flight movements. The intent of A008 is to promote a mutual understanding between an operator and the FAA concerning the system and/or procedures used by that operator. The three basic systems and/or procedures required by parts 121 and 135 are discussed in detail in chapter 6 of this volume. The three systems and/or procedures are as follows:

- (1) Dispatch systems are required for part 121 domestic and flag operations. See chapter 6, section (TBD).
- (2) Flight following systems are required for part 121 supplemental operations when the operator does not have an established dispatch system. See chapter 6, section (TBD).
- (3) Flight locating procedures are used by part 135 operators. See chapter 6, section (TBD).
- (4) MSpec A008 must describe the flight management used by the program manager to provide program control for flight operations and other procedures and policy instructions regarding program operations. This information may also be notated by reference to the appropriate manual (part 91, § 91.1029). In addition, MSpec A008 requires the program manager to give the location of the current list of fractional aircraft owners (part 91, § 91.1027).

B. The system and/or procedures used by an operator must be described or referenced in A008. It is preferable to complete A008 with references to an operator's manual or sections of an operator's manual which describe the system and/or procedures used by that operator. It is not necessary to control these references by date. The references should be changed only when a revision to the operator's manual makes the reference in the OpSpecs incorrect. When an operator's manual does not adequately describe the system

and/or procedures used, a narrative description combined with references may be necessary. Often, it may not be appropriate to use references in this paragraph, (especially with smaller part 135 operators). In these cases narrative description may be necessary. When a narrative description is used, it should be brief but provide sufficient information so that the FAA and the operator have the same understanding about the system and/or procedures used by the operator.

C. The description of the systems and/or procedures for controlling flight movement as described in the operator's manual and referenced in the OpSpecs, or as narratively described in the OpSpecs should include the following information, as appropriate to the kind of operation:

- Methods and procedures for initiating, diverting, and terminating flights
- Persons or duty positions authorized to, and responsible for, exercise of operational control
- Facilities and location of facilities used by the operator in the exercise of operational control
- Communication systems and procedures used by the operator
- Special coordination methods and/or procedures used by the operator to assure the aircraft is airworthy
- Emergency notification procedures

OPSPEC A009 - AIRPORT AERONAUTICAL DATA / MSPEC A009 - AERONAUTICAL DATA.

A. 14 CFR §§ 121.97 and 121.117 require part 121 operators to have an approved system for obtaining, maintaining, and distributing airport aeronautical data. A009 provides the method for approving airport aeronautical data systems for part 121 operators. 14 CFR § 135.83, subpart I of part 135, and § 91.103 require part 135 operators to obtain, maintain, and distribute essentially the same types of airport aeronautical data. Although a part 135 operator is not required to obtain FAA approval of the system used, A009 provides a method of promoting the same understanding between the operator and FAA concerning the system used to comply with the regulations pertinent to airport aeronautical data. Chapter 3 of volume 4 (TBD) provides direction and guidance concerning airport aeronautical data systems.

B. The system approved for part 121 operators or used by part 135 operators must be described or referenced in A009. When possible, the paragraph should be completed by referencing pertinent sections of the operator's manual or other documents which describe the system used by the operator. When the airport aeronautical data system is not described in a manual or another document, a narrative description of the system must be used to complete A009. When a narrative description (or outline) is used, it should

be brief but provide sufficient information describing the system used to obtain, maintain, and distribute required airport aeronautical data.

C. The program manager's description of the aeronautical data system in MSPEC A009 should be brief but provide sufficient information describing the system used to obtain, maintain, and distribute required aeronautical data.

OPSPEC/MSPEC A010 — AERONAUTICAL WEATHER DATA.

A. The intent of OpSpec A010 is to promote the same understanding between the operator and the FAA concerning the system used for obtaining and disseminating required weather data and other aeronautical data. Numerous regulatory requirements in parts 121 and 135 require operators to have or use a system for obtaining and disseminating aeronautical weather data.

- 14 CFR section 121.101 requires operators who conduct domestic and flag operations to use an FAA-approved system for obtaining forecasts and reports of adverse weather phenomena.
- 14 CFR section 121.97 requires operators who conduct domestic and flag operations to use an FAA-approved system for obtaining, maintaining, and distributing current aeronautical data.
- 14 CFR section 121.119 requires operators who conduct supplemental operations to use an FAA-approved system for obtaining forecasts and weather reports.
- 14 CFR section 121.117 requires operators who conduct supplemental operations to use an FAA-approved system for obtaining, maintaining, and distributing current aeronautical data.
- 14 CFR section 135.213 requires operators who conduct IFR operations under that Part to use the U.S. National Weather Service or a source approved by the Administrator.
- 14 CFR part 125 has no requirement for using an FAA-approved system for weather or aeronautical data.
- 14 CFR part 91 subpart K is program managers are expected to maintain an equivalent level of safety as a part 135 certificate holder.

B. OpSpec A010 provides the method for approving this adverse weather phenomena collection and dissemination system. Volume 3, chapter 7 provides additional direction and guidance on aeronautical weather data systems.

C. Enhanced Weather Information Systems (EWINS) are approved by OpSpec/MSpec A010. Approval for an operator to use an EWINS shall be accomplished by referencing the EWINS Policy and Procedures Manual in

OpSpec/MSpec A010. **The original date of the EWINS manual and the last revision must also be referenced in OpSpec/MSpec A010.** See section 4 of chapter 7.

D. Part 121 operators (domestic and flag operations) who are not approved to use an EWINS must obtain approval of an Adverse Weather Phenomena Reporting and Forecasting System. For these operators, OpSpec/MSpec A010 must be completed as follows:

(1) Approval of the operator's Adverse Weather Phenomena Reporting and Forecasting System shall be accomplished by referencing sections of the operator's manual or other documents which describe the system. If such manual sections or other documents do not clearly describe the Adverse Weather Phenomena Reporting and Forecasting System, a narrative description (combined with references where available) of the approved system must be added to OpSpec/MSpec A010. See paragraphs 1425 and 1427.

(2) The methods used by the operator for obtaining and disseminating other types of weather data (not related to the approved Adverse Weather Phenomena Reporting and Forecasting System) must also be referenced or described in OpSpec/MSpec A010.

E. For internet communications of aviation weather and NOTAMS used in flight operations, all part 121 and 135 operators are required to use an approved Qualified Internet Communications Provider (QICP).

(1) The QICPs used by the operator must be listed in subparagraph a, Table 1 of OpSpec/MSpec A010.

(2) The QICP used must be obtained from the approved list provided by the FAA.

(3) For more detailed information in regard to QICPs, refer to Advisory Circular AC-00-62, Internet Communications of Aviation Weather and NOTAMS, and volume 3, chapter 7 of this order.

OPSPEC/MSPEC A011 - APPROVED CARRY-ON BAGGAGE PROGRAM.

A. Part 121, § 121.589 requires part 121 operators to have an approved Carry-On Baggage program. This regulation also requires FAA approval to be in the operator's OpSpecs. When the FAA issues OpSpec/MSpec A011, the operator is authorized to either allow passengers to stow carry-on bags in the aircraft cabin or restrict the items brought inside the aircraft cabin to passenger personal items. Operators that do not allow carry-on bags in the cabin of the aircraft are considered to have a No-Carry-On Baggage program. AC 120-27, Aircraft Weight and Balance Control, as amended, provides further details regarding the definitions of Carry-On Baggage and personal items. OpSpec/MSpec A011 must describe or reference the Carry-On Baggage program or the No-Carry-On Baggage

program. It is permissible for OpSpec/MSpec A011 to reference a separate Carry-On Baggage document developed by the operator that describes the program. However, the operator may elect to implement the Carry-On Baggage program by describing the requirements of the program in various sections of its manuals, such as the passenger services manual and the flight attendant manual. In this case, template A011 should reference specific sections of the pertinent manuals. Reference to the approved program in the template must be controlled by revision number and/or date, as appropriate. When an operator's manual or separate Carry-On Baggage document does not adequately describe the approved Carry-On Baggage program, a combination of references and narrative description may be necessary. The description of the approved Carry-On Baggage program must address the items discussed in AC 121-29, Carry-On Baggage, and AC 120-27, as amended. Additionally, one or more of template A096, A097, A098, and/or A099 must be issued to track the approved carry-on bag/personal item actual or average weights.

B. Parts 91, 91K, and 135 operators requesting authorization to use average or segmented passenger weights that meet the requirements specified in AC 120-27, as amended, must either have a Letter of Authorization (LOA) or been issued OpSpec/MSpec A011 to account for the actual or average weights used to account for Carry-On Baggage. Additionally, one or more of OpSpecs/MSpecs A096, A097, A098, and/or A099 must be issued to track the approved carry-on bag/personal item actual or average weights. See Order 8700.1, General Aviation Operations Inspector's Handbook, for guidance regarding part 125 operators.

C. No-Carry-On Baggage Program. Operators of Small and Medium Cabin Aircraft, as referenced in AC 120-27, as amended, may elect to only allow personal items onboard the aircraft. Operators with No-Carry-On Baggage programs must have procedures in place that ensure carry-on bags are either checked at the ticket counter, checked at the gate, or plane-side checked. Training programs should include the recognition of carry-on bags and procedures for removing such bags if they are inadvertently brought onboard the aircraft.

OPSPEC A012 - DOMESTIC OPERATIONS TO CERTAIN AIRPORTS OUTSIDE THE 48 CONTIGUOUS UNITED STATES.

A. OpSpec A012 is the method used for the Administrator to authorize a certificate holder that conducts domestic operations to comply with all regulations applicable to domestic operations to and from specific airports outside the 48 contiguous United States instead of the part 121 regulations applicable to flag operations. Part 119 § 119.3, under the definition "domestic operation," provides the authority for the Administrator to permit this

authorization and may be granted only when the following conditions and limitations can be met:

(1) The destination airport outside the contiguous United States is within 2 hours average flying time of the border of the contiguous United States. The determination of the 2-hour distance is based upon the average cruise true airspeed for the fleet type. Actual daily flight plan speed, routing or weather patterns (en route winds) do not affect this authorization.

(2) This domestic operation authorization applies only to operations conducted as follows:

(a) From airports located in the contiguous United States (listed in the certificate holder's OpSpec C070);

(b) To the airports listed in Table 1, provided those airports are outside the contiguous United States and are within 2 hours average flying time of the territorial limits of the 48 contiguous United States; and

(c) From the airports listed in Table 1 to the airports located in the contiguous United States (listed in the certificate holder's OpSpec C070).

(3) The flight operations have rapid and reliable communications capability in accordance with part 121 § 121.99.

(4) The operator can show compliance with the weather reporting services requirements of part 121 § 121.101 (see AC 00-45, Aviation Weather Services, as amended, for further guidance).

(5) No special training or procedural requirements need be accomplished before granting this authorization unless there are procedural requirements which are new to the operator or its crewmembers.

(6) The certificate holder must obtain written economic authority from DOT and have that authority documented in its OpSpec A001.

B. If the conditions and limitations above cannot be met, the airports may not be authorized on OpSpec A012 for operations under domestic rules and the flights must be operated under flag rules.

C. Flights That Exceed the 2-Hour Limitation.

(1) The Administrator may grant this authorization for flights that exceed 2 hours beyond the territorial limits of the 48 contiguous United States only with the concurrence of the Manager of the Air Transportation Division, AFS-200, in accordance with the guidance for requesting a nonstandard OpSpec authorization. In addition to the requirements described above, the following items must be

addressed and expanded upon for this nonstandard request to be considered.

NOTE: Economy of flight is not an applicable condition.

- (a) Unique weather environments;
- (b) Runway availability (is more than 1 runway available?);
- (c) Alternate airport(s) within the fuel range of the flight's planned fuel supply (these must be listed in the dispatch release if this authorization is granted); and
- (d) For most aircraft, the fuel reserve requirements for domestic and flag operations become approximately equivalent for flights of about 2 to 2 1/2 hours total flight time. For flight times in excess of 2 to 2 1/2 hours the request must address fuel requirements mitigation.

(2) If AFS-200 concurs with the request, the approved International Civil Aviation Organization (ICAO) identifier for the airport outside the contiguous United States must be listed in Table 1 of OpSpec A012. An asterisk (*) may be placed next to the identifier in the column. This specific concurrence along with any appropriate conditions and limitations must also be noted in the nonstandard text provision of OpSpec A012. For example, **Nonstandard authorized by AFS-200 memo dated 01/25/2001.*

OPSPEC/MSPEC A013 - OPERATIONS WITHOUT CERTAIN EMERGENCY EQUIPMENT.

A. OpSpecs/MSpec A013 and A005 provide the method for approving deviations from the requirements for certain emergency equipment for extended over-water operations for turbojet-powered airplanes.

(1) Authorization for issuance requires the concurrence of the POI, the appropriate region, and the Air Transportation Division, AFS-200.

(2) Approval is indicated by listing in OpSpec/MSpec A013 the make and model of the aircraft and the routes and/or areas to which the deviation applies.

B. Applicability of OpSpec/MSpec A013 and associated deviations.

(1) Part 121 certificate holders may apply for a deviation from section 121.339 to permit extended over-water operations without carrying certain emergency ditching equipment.

(2) Part 135 certificate holders may apply for a deviation from section 135.167 to permit extended over-water operations without carrying certain emergency ditching equipment.

(3) Part 91, subpart K fractional ownership program managers may apply for a deviation from section 91.509 to

permit extended over-water operations without carrying certain emergency ditching equipment.

C. If the FAA grants a deviation and issues OpSpec/MSpec A013:

(1) Part 121 certificate holders must list section 121.339(a)(2), (3), and (4) in OpSpecs A005 with the reference to OpSpec A013.

(2) Part 135 certificate holders must list section 135.167(a)(2) in OpSpec A005 with the reference to A013.

(3) Part 91, subpart K, fractional ownership program managers must list section 91.509(b)(2), (3), (4), and (5) in MSpec paragraph A005 with the reference to A013.

D. It is FAA policy that deviations from the requirement to carry life preservers (section 121.339(a)(1)), section 135.167 (a)(1), or section 91.509(b)(1), as applicable) shall not be approved.

E. Deviations from the requirements for carrying life rafts and the life raft's required attached equipment may be approved. There is no individual deviation provision or requirement for a deviation for the following required items:

- survival kits (sections 121.339(c)), 135.167(c), and 91.509(e), as applicable)
- pyrotechnic signaling devices (sections 121.339(a)(3), 135.167(b), and 91.509(b)(3), as applicable), and
- emergency locator transmitters (sections 121.339(a)(4), 135.167(b), and 91.509(b)(3), as applicable)

F. The area(s) of operation permitted is any offshore area adjoining the 48 contiguous states of the United States, the Gulf of Mexico, and the Caribbean Islands, as follows:

(1) The south and east coasts of the United States, below 35 degrees North latitude, the Gulf of Mexico, and the Caribbean Islands, not to exceed 30 minutes flying time in still air with one engine inoperative, or 162 nautical miles from the nearest shoreline, whichever is less.

(2) The east coast of the United States, 35 degrees North latitude and above, not to exceed 30 minutes flying time in still air with one engine inoperative, or 100 nautical miles, from the nearest shoreline, whichever is less.

(3) The west coast of the United States, not to exceed 30 minutes flying time in still air with one engine inoperative, or 100 nautical miles from the nearest shoreline, whichever is less.

G. The operator must submit an application with supporting documentation for the deviation request with at least the following information in regard to the conditions

that must be met for the approval:

(1) Aircraft operational capabilities concerning a diversion due to an engine failure. This information must include drift-down profiles, engine-out cruise performance for two- and three-engine aircraft, and two-engine cruise performance for four-engine aircraft.

(2) A graphical presentation of the areas and routes of en route operation and/or routes over which provisions of the deviation will apply including proposed minimum en route altitudes and airports which could be used if a diversion is necessary. The A013 authorization contains a limitation that in-flight operations must not exceed the distance allowed under paragraph F, as applicable, from a shoreline at any time. An exception is allowed for temporary maneuvering for weather avoidance.

(3) Navigation and communication equipment requirements and capabilities for normal flight conditions and for engine inoperative flight conditions in the proposed areas of en route operation.

(4) Existing and/or proposed procedures for diversion contingency planning and training curriculums for flight and cabin crewmembers concerning ditching without life rafts.

(5) A description of search and rescue facilities and capabilities for the proposed areas of en route operations.

H. The POI in coordination with the PMI and PAI must evaluate and substantiate submitted information. If a POI does not concur with the operator's proposal, he or she will forward a letter to the operator denying the application for a deviation with an explanation of the reasons for denial. If a POI concurs that the deviations should be approved, he or she will prepare and forward a recommendation along with the operator's application and supporting information to AFS-200 through the Regional Flight Standards Division.

I. AFS-200 will review the application, the supporting information, and the POI's recommendation. If AFS-200 does not concur with the POI's recommendation, AFS-200 will forward a letter to the POI with a copy to the region indicating nonconcurrence with an explanation of the reasons. If AFS-200 agrees with the POI's recommendation, AFS-200 will advise the POI by letter of the concurrence. With AFS-200 concurrence, the POI may approve the deviation by issuing A013 and A005.

OPSPEC A014 - IFR EN ROUTE OPERATIONS IN CLASS G AIRSPACE.

A. A014 provides the initial authorization for IFR en route operations in Class G airspace. Other IFR en route authorizations may be found in OpSpecs B031, B034, B035, and B036, as applicable and appropriate.

B. OpSpec B032 prohibits special IFR en route operations in Class G airspace unless the POI approves such

operations by issuing A014. IFR operations in Class G airspace are not provided any air traffic control (ATC) separation services. The certificate holder and the PIC are responsible for avoiding obstacles and other air traffic.

C. Before authorizing en route IFR operations in Class G airspace to part 121, 121/135, 135, or 125 certificate holders:

(1) The POI must confirm the operator has a method or procedure for assuring that any facilities and services which this type of operation depends upon are operational during the periods in which flights are to occur.

(2) The POI must also confirm that the operator has developed procedures and guidance for crewmember use while operating in areas of en route operations in Class G airspace. Aeronautical Information Publications (AIP) or Flight Information Region Publications (FIR) have broadcast-in-the-blind procedures and other guidance for crewmember use when large areas of Class G airspace are within the area covered by the AIP or FIR.

NOTE: See FAA Order 8400.10, volume 4, chapter 1, sections 1 and 4 for further discussion on en route operations in Class G airspace.

(3) The reference to OpSpec B051 is to provide for part 121 "reciprocating and turbo-propeller powered" aircraft operations only.

D. OpSpecs C064, C080, and/or C081 now authorize special terminal area IFR operations in Class G airspace or at airports without an operating control tower. One or both types of these operations may be authorized.

E. MSPEC A014 authorizes the program manager to conduct IFR operations in Class G airspace and at airports without an operating control tower. Part 91K program managers will not have a separate MSPEC C064 or C080.

OPSPEC A015 - AUTOPILOT IN LIEU OF REQUIRED SECOND IN COMMAND.

A. In accordance with 14 CFR part 135, § 135.105(b), a part 135 operator may apply for authorization to use an autopilot in place of a second-in-command. The POI must coordinate with an avionics inspector to ensure each particular aircraft/autopilot combination is installed in accordance with FAA-approved data, is airworthy, and is operationally capable of maintaining control of the aircraft to the degree specified in 14 CFR § 135.105(c).

B. The aircraft make and model and the autopilot manufacturer and model identification must be listed in A015. Any conditions or limitations which the POI determines necessary for a particular aircraft/autopilot combination must also be listed. It is not necessary to repeat conditions or limitations already specified in an Airplane Flight Manual (AFM) or AFM supplement. If no conditions or limitations apply, enter the word "none" in that part of the

listing.

OPSPEC A016 - NOW RESERVED. IT WAS SPLIT INTO 4 SEPARATE AUTHORIZATIONS: A037, A038, A039, AND A040.

OPSPEC A017 - APPROVED SECURITY PROGRAM FOR HELICOPTERS.

A. 14 CFR part 108 does not include provisions for helicopter security programs. Helicopter operators who wish to enplane or deplane passengers or checked luggage into “sterile areas” must apply for, and receive authorization to use, an approved security program. A017 conveys the authority for helicopter operators to use an approved security program. POIs shall not issue A017 without concurrence of the Civil Aviation Security Field Office.

B. The security program used by the operator must be described or referenced in A017a. It is preferable to reference sections of the operator’s manual which describe the program used by that operator. It is not necessary to control these references by date. The references should be changed only when a revision to the operator’s manual makes the reference in the OpSpecs incorrect. When the operator’s manual does not adequately describe the system and/or procedures used, a narrative description combined with references may be necessary.

C. The airports and/or heliports in which compliance with the approved security program is required must be listed in A017b.

OPSPEC A018 - SCHEDULED HELICOPTER OPERATIONS. Helicopter operators who operate scheduled passenger or cargo carrying operations must be issued A018.

A. Subparagraph A018a(2) authorizes scheduled helicopter operations along “Restricted Helicopter Routes” with helicopters which do not have Transport Category “A” one-engine inoperative performance capabilities. The operator must show that helicopters using these routes can, at any point along the route and while at the minimum authorized altitude, complete a safe approach and landing if powerplant failure occurs. Determining compliance with these conditions will almost always be a controversial and difficult inspector task. For this reason, only currently qualified and highly experienced helicopter specialists should be used to evaluate these types of routes. In controversial cases, a team of helicopter specialists should be employed for this task.

B. “Restricted Helicopter Routes” must be precisely defined in OpSpec B050. This may be accomplished in accordance with instructions in Volume 3, Chapter 1, Section 4, paragraph B050, subparagraph B(2)(e). In certain situations, detailed descriptions (including maps, charts, ATC letters of agreement, special provisions, and limitations) of “Restricted Helicopter Routes” may be

lengthy and complex. Therefore, it is permissible to incorporate these documents in B050 by reference.

OPSPEC A019 - AUTOMOTIVE GASOLINE AS AIRCRAFT FUEL. A certificate holder may request authorization to use automotive gasoline as fuel in reciprocating engine aircraft used in part 135 cargo operations. When an inspector receives a request for this authorization, he must take all of the following actions before issuing A019:

A. In coordination with an airworthiness inspector, determine that the specific aircraft is approved to use automotive gasoline as fuel.

B. Inspect the proposed list of aircraft the certificate holder must maintain under 14 CFR § 119.59(b) for compliance with the provision of A019b(2).

C. In coordination with an airworthiness inspector, determine that the certificate holder has written procedures which provide compliance with the requirements of OpSpecs paragraphs A019b(3) and (4).

D. The certificate holder shall be required to enter in each appropriate aircraft and powerplant historical record the following entry: “This aircraft/powerplant has been operated using automotive gasoline as fuel and is prohibited for use in part 135 passenger carrying operations until the following events have been completed and documented by a person authorized to perform an annual inspection of this aircraft -

(1) Remove all automotive fuel and fuel residue from the aircraft and powerplant fuel systems.

(2) Inspect all components of the aircraft fuel system and appropriate components of the powerplants to determine that those components are airworthy and conform to the appropriate type design.

(3) Record events (1) and (2) in the aircraft and/or powerplant records.”

OPSPEC A020 - AIRPLANE OPERATIONS WITHOUT INSTRUMENT RATED PILOTS. A certificate holder who applies for this authorization may be issued A020 after each of the following considerations are satisfied.

A. The area to be approved must be isolated. In determining whether an area is an “isolated area,” the following criteria must be considered.

(1) Isolated areas may include small settlements or villages. Commercial transportation, such as bus or train, is not available. Major highways do not transit or penetrate isolated areas although secondary and unimproved roads (suitable for cars and trucks) may be available. In many

cases, the destinations are so isolated that air travel would be the primary means of transportation.

(2) Landing areas may be unimproved strips or water sites depending on the kinds of airplanes used and the time of year. Ski-equipped airplane operations would be appropriate to frozen lakes or rivers and to suitable, snow-covered land areas.

(3) The size of isolated areas could vary considerably, depending on the needs of a particular certificate holder. However, 14 CFR part 135, § 135.243(d) states that flights may not exceed 250 nautical miles from the operator's base of operations. The point of departure, en route portion of flight, and landing site all must be within the boundaries of the approved isolated area.

(4) Within isolated areas flight planning and navigational requirements are normally performed by pilotage only. Radio navigational signal coverage (VOR or NDB facilities) is usually limited, or largely ineffective, in these areas. However, a radio facility may be located at or near a landing site without changing the classification of the isolated area.

(5) Weather hazards that may be encountered in the proposed area and planning strategies that may reduce risk. (E.g., valleys may produce heavy fog in morning hours. Should a destination airport become fogged in while en route, consider using ABC airport as an alternate.)

B. Applicants requesting approval for these operations must hold an Air Carrier Certificate or an Operating Certificate and OpSpecs authorizing part 135 on-demand VFR day-only operations using single-engine land or seaplanes. Isolated area operations using a PIC without an instrument rating shall not be authorized for commuter operations. Application for this authorization must be made by letter requesting amended OpSpecs. A map or current aeronautical chart identifying the area involved must be attached to the letter of application. This chart must clearly show the boundaries of the isolated area, the principal landing sites, and the distances from the operator's operations base.

C. Inspectors must review the application to confirm compliance with § 135.243(d)(3) (that the area is isolated) and § 135.243(d)(6) (flight distances do not exceed 250 nautical miles). Inspectors must determine whether the certificate holder has a manual which incorporates instructions concerning operations in isolated areas. This manual must include a procedure which guarantees non instrument-rated PICs will not be used outside of the approved isolated areas. The POI must determine that the

following requirements are met before issuing A020.

(1) All aircraft to be used are single, reciprocating engine powered, nine or fewer passenger airplanes equipped for at least day VFR operations.

(2) Operations are limited to on-demand, day VFR flights within the boundaries of the approved isolated area and not more than 250 nautical miles distance from the base of operation.

(3) Flight locating procedures are adequate.

(4) The RFSD concurs with the approval of the isolated area operation.

OPSPEC A021 - AIR AMBULANCE OPERATIONS - HELICOPTER.

A. OpSpec A021 authorizes a certificate holder operating in accordance with part 135 to conduct VFR emergency medical service (EMS) operations in helicopters.

(1) This authorization requires that the intended takeoff and landing site be adequate for the proposed operation considering the size of the site, type of surface, surrounding obstructions, and lighting.

(2) If the operation is to be conducted at night, the takeoff and landing site must be clearly illuminated by a lighting source that will provide adequate lighting for the site itself and for any obstructions which may create potential hazards during approach, hovering, taxiing, and departure operations.

B. A021 specifies that the certificate holder may not use a PIC in EMS operations unless that PIC has satisfactorily completed the certificate holder's FAA-approved training program for such operations. Since EMS operations often involve flights during periods of inclement weather, the training program for EMS operations should include a segment which covers the recovery from inadvertent IFR conditions encountered because of unforecasted weather conditions.

C. A021 specifies the conditions (day/night), area (local/cross-country), ceiling, and visibility the certificate holder is authorized to use for an EMS operation. Each specific combination of conditions and areas should be listed in A021.

(1) The four possible combinations of conditions and area authorizations are day/local, night/local, day/cross-country, and night/cross-country.

(2) Each of these combinations should be specified along with ceiling and visibility authorizations.

(3) Requests for lower weather minimums for operations in uncontrolled airspace must be coordinated

with and approved by AFS-200 through the regional flight standards division (RFSDD).

D. A021 contains a description of the “local area.” The local area is an area designated by the certificate holder which may not exceed 100 nautical miles from the dispatch location, taking into account man-made and natural geographic terrain features that are easily identifiable by the PIC, and from which the PIC may visually determine a position at all times.

(1) The local area may be the same for night and day operations unless the terrain features used for the day local area would not be discernible at night. In such a case, both a day and night local area must be described.

(2) For example, in mountainous or desert locations, geographical terrain features may facilitate day operations but because of the lack of such features and/or lighted landmarks, night operations would not be authorized.

E. For more guidance, see volume 4, chapter 5, Air Ambulance Operations; OpSpec A024, Air Ambulance Operations - Airplane; and OpSpec C050, Helicopter Night Vision Google Operations.

OPSPEC A022 - APPROVED EXIT ROW SEAT PROGRAM.

OPSPEC A023 - USE A PROGRAM DURING GROUND ICING CONDITIONS.

A. Part 121. 14 CFR part 121, § 121.629(c) requires part 121 certificate holders to have an approved ground deicing/anti-icing program, unless the certificate holder complies with § 121.629(d) which requires an outside the aircraft pre-takeoff contamination check. Principal inspectors (PI) will issue OpSpec A023 to authorize the use of an approved ground deicing/anti-icing program or the use of an outside the aircraft pre-takeoff contamination check. See Order 8400.10, Volume 4, Chapter 8, for guidance on approving a ground deicing/anti-icing program.

B. Part 125 and part 135. Part 125, § 125.221 and part 135, § 135.227 require part 125 and 135 certificate holders who operate during ground icing conditions to have approved aircraft pre-takeoff contamination check procedures. PIs will issue OpSpec A041 to authorize a pre-takeoff contamination check (not necessarily outside the aircraft). A part 125 or 135 certificate holder may choose to comply with § 121.629(c) by having an approved ground deicing/anti-icing program, in which case the PI will issue OpSpec A023. If a part 125 or 135 operator chooses to operate without a pre-takeoff contamination check or without a § 121.629(c) program, then PIs may only authorize them to operate when ground icing conditions do not exist by issuing OpSpec A042. See Order 8400.10, volume 4, chapter 8, for guidance on approving a ground deicing/anti-icing program.

OPSPEC A024 - AIR AMBULANCE OPERATIONS-AIRPLANE.

A. Airplane air ambulance operations do not differ significantly from other types of airplane air carrier operations. A024 authorizes a certificate holder operating in accordance with parts 135 or 121 to conduct emergency medical service (EMS) operations in airplanes.

B. The aircraft used in air ambulance operations must be equipped with at least medical oxygen, suction, and a stretcher, isolette, or other approved patient restraint/containment device. The aircraft need not be used exclusively as an air ambulance aircraft, and the equipment need not be permanently installed.

C. Air Ambulance Operations are defined as:

(1) Air transportation of a person with a health condition that requires medical personnel as determined by a health care provider; or

(2) Holding out to the public as willing to provide air transportation to a person with a health condition that requires medical personnel including, but not limited to, advertising, solicitation, association with a hospital or medical care provider

D. A024 specifies that the flightcrew must satisfactorily complete the certificate holder’s approved training program prior to commencement of air ambulance flights.

E. For further guidance see Volume 4, Chapter 5, Air Ambulance Operations, and OpSpec A021, Air Ambulance Operations - Helicopter

OPSPEC/MSPEC A025 - ELECTRONIC RECORDKEEPING SYSTEM AND/OR ELECTRONIC FLIGHT BAG. (FSAT 93-01 AND HBAT 95-04 TO BE INCORPORATED.)

A. A025 is required for part 121 air carriers in accordance with 14 CFR § 121.683. It is an optional paragraph for part 135 air carriers and part 91K program managers. Recordkeeping for part 121 air carriers is covered in subpart V, Records and Reports, of part 121.

B. The full description of the electronic recordkeeping system may be kept in the operator’s General Operations Manual (GOM). It must be referenced appropriately in A025.

C. Volume 3, chapter 11, sections 1-4, give details of the requirements for approving an air carrier’s recordkeeping system.

D. A025 is also used to approve an electronic flight bag. See AC 120-76, as amended Guidelines for the Certification, Airworthiness, and Operational Approval of Electronic Flight Bag (EFB) Computing Devices, for more

information.

E. Volume 6, chapter 2, section 19, Station Facilities Inspections (PTRS Code 1635), provides guidance for inspections that include the review of required records.

F. See A025 JobAid in the OPSS for other current information.

OPSPEC A026 - RESTRICTED OPERATION OF CERTAIN STAGE 2 AIRPLANES. (HBAT 94-15/FSAT 99-14 TO BE INCORPORATED.)

OPSPEC A027 - LAND AND HOLD SHORT OPERATIONS. (HBAT 00-14A, TO BE INCORPORATED.)

OPSPEC A028 - AIRCRAFT WET LEASE ARRANGEMENTS. Chapter 13, section 3, provides direction and guidance for processing and authorizing wet lease arrangements. When a wet lease arrangement is authorized, A028 shall be issued only to the certificate holder who (as determined by FAA) has operational control. If the certificate holder maintains operational control in more than one lease agreement, all such agreements must be authorized by A028. The name of the lessor and lessee of each agreement must be entered in the columns provided. The aircraft make/model/series used in each agreement, and the expiration date of each agreement, must be entered in the columns provided. The kind of operation is automatically specified in A001 of the certificate holder's OpSpecs. If it is necessary to specify other conditions or limitations, they should be specified by adding text to A028.

OPSPEC A029 - AIRCRAFT INTERCHANGE ARRANGEMENTS. Chapter 13, section 4, provides direction and guidance for processing and authorizing interchange arrangements. When an interchange arrangement is authorized, A029 shall be issued to both parties of the interchange agreement by each responsible POI. All interchange arrangements authorized for an operator must be listed in A029. The name of the operator who would normally operate the aircraft if an interchange agreement were not in effect must be entered in the column labeled "Primary Operator." The name of the other party to the interchange agreement must be listed in the column labeled "Interchange Operator." The aircraft make/model/series of the aircraft used and all specified interchange points for each agreement must be listed in the appropriate columns. If it is necessary to specify other conditions or limitations such as expiration dates, they should be specified by adding text to A029.

OPSPEC A030 - PART 121 SUPPLEMENTAL OPERATIONS.

A. A030 is optional for issuance to operators who conduct domestic operations or domestic and flag operations. If a part 121 Domestic or a Domestic/Flag carrier wishes to be authorized to conduct Supplemental

Operations using Domestic/Flag rules, it can be authorized to do so only between the city pairs listed in C070. This authorization is given by issuance of A030.

B. If a part 121 air carrier conducts ONLY supplemental operations, A030 will not be issued. The supplemental operations are authorized by listing "Supplemental" only in A001. OpSpec A030 would not apply because OpSpec C070 would not be issued since the air carrier has no scheduled city pairs or approved stations. Thus, the carrier would be required to operate under Supplemental Regulations at all times.

C. Since the publication of 14 CFR part 119, it is necessary to include "supplemental" when issuing A001 to a domestic or flag carrier. In other words, if a carrier is a flag carrier and also does domestic flights, it will be necessary to have BOTH Flag and Domestic listed on A001. If that same carrier does Flag, Domestic, and Supplemental, all three must be listed on A001. Due to the nature of the aviation industry, if a carrier does primarily domestic operations, the DOT has determined that it has economic authority for supplemental operations.

OPSPEC A031 - ARRANGEMENTS WITH TRAINING CENTER(S) OR OTHER ORGANIZATION(S) FOR CERTIFICATE HOLDER TRAINING / MSPEC A031, ARRANGEMENTS WITH TRAINING CENTERS, AIR AGENCIES, AND/OR OTHER ORGANIZATIONS FOR PERSONNEL TRAINING. (HBAT 99-01 TO BE INCORPORATED.)

OPSPEC A032 - ADOPTION OF FLIGHT CREWMEMBER FLIGHT TIME LIMITATION RULES TO ESTABLISH FLIGHT ATTENDANT DUTY AND FLIGHT TIME LIMITATIONS AND REST RESTRICTIONS. (HBAT 95-16 TO BE INCORPORATED.) / MSPEC A032, FLIGHT ATTENDANT FLIGHT, DUTY, AND REST RULES.

The program manager may be authorized to adopt the flight crewmember's flight, duty, and rest requirements for its flight attendants in accordance with written approved procedures as provided in 14 CFR part 91, § 91.1062(b) and described or referenced in MA032.

OPSPEC A033 – TITLE 14 CFR PART 135 FLIGHT AND REST TIME LIMITATIONS FOR CERTAIN PART 121 & CERTAIN 135 OPERATIONS.

A. A033 is issued to authorize the certificate holder to conduct:

(1) Certain 14 CFR part 121 operations with airplanes having a passenger-seat configuration of 30 seats or fewer and a payload capacity of 7,500 pounds or less in accordance with part 121, §§ 121.470(a), 121.480, and/or

121.500, using flight and rest time limitations under part 135, §§ 135.261 through 135.273, and/or

(2) Certain 14 CFR part 135 operations using flight and rest time limitations under § 135.265, in lieu of any other §§ 135.261 through 135.273.

B. 14 CFR part 119 established that all certificate holders conducting scheduled passenger-carrying operations with turbine-powered airplanes and/or airplanes having 10 or more passenger seats must operate under part 121. § 121.470(a), Flight Time Limitations, Domestic Operations; § 121.480, Flight Time Limitations, Flag Operations; and section 121.500, Flight Time Limitations, Supplemental Operations, contain, in pertinent part, the provisions that a certificate holder conducting operations with airplanes having a passenger-seat configuration of 30 seats or fewer, excluding each crewmember seat, and a payload capacity of 7,500 pounds or less may comply with the applicable requirements of §§ 135.261 through 135.273. Section 135.261(a)(2) allows certain part 135 certificate holders to comply with the requirements of § 135.265, when OpSpec A033 is issued.

MSPEC A033 - FLIGHT AND REST TIME REQUIREMENTS. As allowed by 14 CFR part 91, § 91.1057(j), the program manager may be authorized to conduct program operations using the applicable unscheduled flight time limitations, duty period limitations, and rest requirements of 14 CFR part 135 or 121, instead of the flight time limitations, duty period limitations, and rest requirements of part 91, subpart K, as described in MA033.

OPSPEC/MSPEC A034 - ADVANCED QUALIFICATION PROGRAM (AQP).

A. Following initial/phase IV approval, all AQP air carriers are required to be issued OpSpecs paragraph A034. For all AQP documents and phases for which the Extended Review Team (ERT) is designated as the approval authority, the FAA Manager AQP and the POI/TCPM will cosign the approval letters. Following approval for continuing operation (Phase V), approval of curriculum outline changes shall be managed and signed by the POI.

B. AQP is a voluntary program and Flight Standards Service encourages air carriers to participate. AQP provides for enhanced curriculum development and a data driven approach to quality assurance along with the flexibility to target critical tasks during aircrew training. The AQP methodology directly supports the FAA's goals for safety enhancement. The Advanced Qualification Program Branch, AFS-230, will provide assistance to the Flight Standards District Office (FSDO), Certificate Management Office (CMO), or Certificate Management Unit (CMU) from initial application through the final fleet approval as a collaborative effort. An accepted air carrier AQP application will initiate the AFS-230/FSDO/CMO/CMU partnership. AFS-230 will provide assistance for the development,

implementation, and review as well as follow-on reviews for the air carrier's AQP. AFS-230 and the FSDO/CMO/CMU will manage program approvals and revisions through an ERT process.

C. More detailed information on AQP can be found in volume 3, chapter 4, sections 1 through 4 of FAA Order 8400.10.

OPSPEC A035 - U.S. REGISTERED AIRCRAFT -- FOR PART 129 ONLY.

OPSPEC A036 - RESERVED.

OPSPEC A037 - BASIC 14 CFR PART 135 OPERATOR - COMMUTER AND ON DEMAND OPERATIONS. A016 was comprised of four different authorizations. Because of the new OPSS, the four authorizations were split into OpSpecs A037, A038, A039, and A040. The four types of operations authorized are: Single Pilot Operators, Single Pilot-in-Command Operators, Basic Part 135 Operators (On-Demand Operations Only), and Basic Part 135 Operators (Commuter and On-Demand Operations). Further direction and guidance for certification of these types of operators are in Order 8400.10, volume 2, chapter 3, section 2. Deviations are required to authorize a Single Pilot-In-Command or a Basic Part 135 Operator. The appropriate regulatory sections that an operator is authorized deviations from will also be listed in operations specification A005.

OPSPEC A038 - BASIC 14 CFR PART 135 OPERATOR - ON- DEMAND OPERATIONS ONLY. A016 was comprised of four different authorizations. Because of the new Operations Specification Subsystem (OPSS), the four authorizations were split into OpSpecs A037, A038, A039, and A040. The four types of operations authorized are: Single Pilot Operators, Single Pilot-in-Command Operators, Basic Part 135 Operators (On-Demand Operations Only), and Basic Part 135 Operators (Commuter and On-Demand Operations). Further direction and guidance for certification of these types of operators are in Order 8400.10, volume 2, chapter 3, section 2. Deviations are required to authorize a Single Pilot-In-Command or a Basic Part 135 Operator. The appropriate regulatory sections that a operator is authorized deviations from will also be listed in operations specification A005.

OPSPEC A039 - BASIC 14 CFR PART 135 OPERATOR - SINGLE PILOT-IN-COMMAND OPERATOR. A016 was comprised of four different authorizations. Because of the new Operations Specification Subsystem (OPSS), the four authorizations were split into paragraphs A037, A038, A039, and A040. The four types of operations authorized are: Single Pilot Operators, Single Pilot-in-Command Operators, Basic Part 135 Operators (On-Demand Operations Only), and Basic Part 135 Operators (Commuter and On-Demand Operations). Further

direction and guidance for certification of these types of operators are in Order 8400.10, volume 2, chapter 3, section 2. Deviations are required to authorize a Single Pilot-In-Command or a Basic Part 135 Operator. Therefore, the appropriate regulatory sections that the operator is authorized deviations from must also be listed in operations specification A005.

OPSPEC A040 – (PART 135 AND 135/121 DATABASES ONLY) BASIC 14 CFR PART 135 OPERATOR SINGLE PILOT OPERATOR. A016 was comprised of four different paragraphs. Because of the new Operations Specification Subsystem (OPSS), the four authorizations were split into paragraphs A037, A038, A039, and A040. The four types of operations authorized are: Single Pilot Operators, Single Pilot-in-Command Operators, Basic Part 135 Operators (On-Demand Operations Only), and Basic Part 135 Operators (Commuter and On-Demand Operations). Further direction and guidance for certification of these types of operators are in Order 8400.10, volume 2, chapter 3, section 2. Deviations are required to authorize a Single Pilot-In-Command or a Basic Part 135 operator. Therefore, the appropriate regulatory sections that the Operator is authorized deviations from must also be listed in operations specification A005.

OPSPEC A040 - (PART 129 DATABASE ONLY) AIRCRAFT RADIO EQUIPMENT. (GUIDANCE TBD.)

OPSPEC A041 - PRETAKEOFF CONTAMINATION CHECK FOR TITLE 14 CFR PART 125/135 AIRPLANE OPERATIONS. Part 125, § 125.221 and part 135, § 135.227 require part 125 and 135 certificate holders who operate in ground icing conditions to have approved aircraft pre-takeoff contamination check procedures. PIs will issue Opspec A041 to authorize a pre-takeoff contamination check (not necessarily outside the aircraft). A part 125 or 135 certificate holder may choose to comply with § 121.629(c) by having an approved ground deicing/anti-icing program, in which case the PI will issue OpSpec A023. See Order 8400.10, volume 4, chapter 8 for guidance on approving a ground deicing/anti-icing program.

OPSPEC A042 - TITLE 14 CFR PART 125/135 AIRPLANE OPERATIONS WITHOUT A DEICING/ANTI-ICING PROCEDURE WHEN GROUND ICING CONDITIONS DO NOT EXIST. If a part 125 or part 135 operator chooses to operate without a pre-takeoff contamination check as required by § 125.221 and § 135.227, or without a part 121.629(c) program, then PIs may only authorize them to operate when ground icing conditions do not exist by issuing Opspec A042. See Order 8400.10, volume 4, chapter 8, for guidance on approving a ground deicing/anti-icing program.

MSPEC A043 – AFFILIATE PROGRAM

MANAGERS. MSpec A043 allows fractional owners to use program aircraft operated by the program manager's affiliate's program. The program manager certifies to the Administrator that the affiliate program manager listed in MSpec A043 meets the requirements of 14 CFR part 91 subpart K.

OPSPEC A044 – (PART 133 DATABASE ONLY) CLASS D OPERATIONS INVOLVING CARRIAGE OF PERSONS. (GUIDANCE IS FOUND IN ORDER 8700.1.)

OPSPEC A045 - SUBSTITUTE SCHEDULED SERVICE AS A SUPPLEMENTAL OPERATOR. (GUIDANCE TBD.) (SEE THE NON-STANDARD, A345 JOBAID FOR INFORMATION.)

OPSPEC A046 - SINGLE ENGINE IFR PASSENGER CARRYING OPERATIONS UNDER 14 CFR PART 135 (HBAT 98-24A TO BE INCORPORATED). A046 is issued to authorize single engine IFR passenger-carrying (SEIFR) operations under part 135. "Additional Maintenance Requirements" OpSpec paragraphs D100- 104, must be issued as applicable. The operator must meet the conditions of 14 CFR § 135.163 and other appropriate sections, to be issued the authority to operate under IFR with passengers or a combination of passengers and cargo. A046 provides the operational limitations and provisions necessary to operate under IFR while carrying passengers in a single-engine aircraft. The POI, PMI, and PAI must coordinate the issuance of A046 and the applicable Part D paragraphs (by the authority of § 119.51(b)). Once the operator has met the requirements to conduct SEIFR operations, all the applicable OpSpec paragraphs must be issued for SEIFR authorization.

OPSPEC/MSPEC A047 - REPLACED BY OPSPEC A447.

OPSPEC A048 – VERIFICATION OF PERSONNEL FOR ACCESS TO FLIGHTDECK.

OPSPEC/MSPEC A049 - REPLACED BY OPSPEC/MSPEC A449.

OPSPEC A050 - HELICOPTER NIGHT VISION GOGGLE OPERATIONS (HNVGO). (GUIDANCE TBD.)

OPSPEC A051 – RESERVED.

OPSPEC/MSPEC/LOA A052 - AUTOMATIC DEPENDENT SURVEILLANCE-BROADCAST (ADS-B). ADS-B systems will provide many applications for air traffic and air operators.

A. One of the near-term applications using ADS-B is separation of aircraft by air traffic services in a non-RADAR environment. Since this application will not require pilots to share separation responsibility (maintain

separation on other air traffic using a Cockpit Display of Traffic (CDTI)), the issuance of A052 is not required. However, other OpSpec authorizations as described below may need to be issued or amended.

B. Operational authorization must be given by the issuance of A052 if an air carrier or commercial operator intends for the pilots to use ADS-B for any one or more of the following CDTI applications:

- Visual acquisition of proximate aircraft
- In-trail climbing/descending/passing maneuvers
- Station-keeping
- Enhanced see and avoid
- Reduced separation standards
- Long-range conflict management, or
- Conflict detection and avoidance

C. It is important for the POI to coordinate with the PMI and PAI on the following activities in order to determine the appropriate authorizations necessary for each application using ADS-B. Principal inspectors should complete the following tasks prior to authorizing the air carrier or commercial operator to conduct any operations using cockpit avionics displays that generate information or data from an ADS-B signal.

(1) The POI should determine which operational applications of ADS-B will be used by the pilots of the air carrier or commercial operator. This includes determining that the operator understands and complies with all limitations and conditions associated with applicable Supplemental Type Certificate (STC) requirements, Parts Manufacturer Approvals, and appropriate aircraft flight manual supplements.

(2) The POI should verify with the PMI and PAI that the ADS-B system is installed in compliance with the applicable STC or other appropriate aircraft certification requirements and that the operator's maintenance program includes continuing airworthiness and maintenance personnel training requirements.

(3) All of the operator's pilots are required to be trained, qualified, and tested in the use, conditions, and limitations of the installed ADS-B system and components. There are no deviations allowed from this training requirement. If the operator out-sources or contracts the ADS-B training to another entity, OpSpec A031 must be issued.

(4) The POI should review the operator's procedures for deferral of inoperative equipment and coordinate with the PMI and PAI during the evaluation and approval of the operator's Minimum Equipment List (MEL). The POI should also provide the operator with guidance for revising the existing Airplane MEL and procedures that will allow the operator to defer inoperative ADS-B equipment.

ADS-B equipment may not be listed as "Administrative Control Items" in the MEL. OpSpec D095, Minimum Equipment List, may need to be issued or amended, as appropriate.

(5) If the operator requests approval to use ADS-B for flight-following or operational control, the POI must evaluate and validate this capability prior to approval. OpSpec A008, Operational Control, may need to be issued or amended as appropriate.

(6) The principal inspectors must verify that the operator is able to conduct the proposed operations, and validate that appropriate training manuals, operations manuals, checklists, and operating procedures address ADS-B operations. Validation test(s) must be conducted if operational approval via the issuance of A052 is required (Refer to HBAAT 98-34).

(7) If the air carrier or commercial operator requests operational approval for any of the applications listed in subparagraph B above, A052 must be issued with the appropriate authorizations indicated. Until test and evaluation results are analyzed, only operations in Visual Meteorological Conditions (VMC) are authorized. A052 also requires the listing of the aircraft make and model, the aircraft registration number, and the make and model of the approved ADS-B equipment.

OPSPEC A053. RESERVED FOR EMERGENCY CHARTER OPERATIONS. (GUIDANCE TBD.)

OPSPEC A054. (PART 133 DATABASE ONLY) INSTRUMENT FLIGHT RULES OPERATIONS [FOR PART 133, EXTERNAL LOAD OPERATIONS ONLY]. (GUIDANCE IS FOUND IN ORDER 8700.1.)

OPSPEC A055. RESERVED.

OPSPEC/MSPEC/LOA A056. CONTROLLER PILOT DATA LINK COMMUNICATIONS (CPDLC)

A. Template A056 contains specific operational limitations and provisions for granting part 121, 135, 125, or 129 operators authorization to conduct controller-pilot data link communications (CPDLC) with data communication systems that are certified for air-ground air traffic services (ATS). All operators must be approved and authorized to use any digital or analog data communication system and associated communications display unit(s) (CDU) that are used to communicate with ATS.

(1) Part 129 operators must have this authorization to conduct operations using CPDLC in the domestic United States national airspace system (NAS).

(2) Part 121, 135, 91K, and 125 operators conducting CPDLC operations in oceanic and remote airspace may use digital or analog data communication

systems (i.e., FANS-1/A). CPDLC operations in domestic airspace require VHF digital radios certified for ATS.

(3) CPDLC may be used as a supplement to voice communications with ATS. Voice communications must be continually monitored since there is still a requirement for the aircraft to be equipped with operating VHF voice and, when required, HF voice radios along the entire route of flight.

(4) All CPDLC digital operations in domestic airspace are limited to the en route phase of flight where radar or an equivalent surveillance system such as ADS-B are available for surveillance services.

(5) All aircraft used to conduct digital CPDLC operations in domestic airspace must be equipped with an FAA-certified collision avoidance system that is on and operating. (Reference 14 CFR sections 121.356, 125.224, and 129.18).

(6) An exception to the requirement for digital data link communication systems is the FANS-1/A analog system in oceanic or remote airspace. The FANS-1/A analog communications system can only be approved for CPDLC operations in oceanic and remote area airspace. FANS-1/A analog systems are not interoperable with the digital VHF-data link mode 2 (VDL-2) infrastructure for domestic CPDLC.

B. Part 121 and 135 air carriers and part 91K program managers must have an approved CPDLC training program as outlined in FAA Advisory Circular (AC) 120.70, Initial Air Carrier Operational Approval For Use Of Digital Communication Systems, as amended. All operators must provide CPDLC training for their flightcrews for CPDLC authorization.

C. For Part 121 and 135 air carriers and part 91K program managers, the validation test process outlined in 8400.10, volume 3, chapter 9, Proving and Validation Tests, must be followed. Applicants who have no previous experience conducting CPDLC must demonstrate competency to the FAA during a validation flight in the aircraft.

(1) A validation flight is not required in each make, model, and series of aircraft as long as the flighted configuration and displays used are the same.

(2) During the validation flight test, the FAA evaluator must ensure that the operator's procedures, knowledge, and use of the data link system are consistent with the operator's CPDLC training program and the recommendations outlined in AC 120.70, as amended.

D. For the part 121, 135, and 125 certificate holders, the POI should coordinate with the principal avionics and airworthiness inspectors for the certification and airworthiness approval review, the content of the OpSpec

authorization, the required communication performance, the aircraft flight manual, additional minimum equipment list requirements and relief, supplemental type certificate (if applicable) and other such areas necessary for the safe and effective use of CPDLC. The equipment field of the OpSpec needs to identify the communications management unit (CMU)/VHF digital radio (VDR) make and model, etc. Software versions should be noted in other appropriate maintenance manuals.

MSPEC A058 - SINGLE PILOT PROGRAM FLIGHTS. The program manager may be authorized to use certain program aircraft with approved autopilot systems in single-pilot program flights provided the limitations and provisions of MA058 are met.

MSPEC A059 - USE OF ALTERNATE MANUALS, PROGRAMS, OR SYSTEMS. The program manager may be authorized to use specific alternate manuals, programs, or systems (except for flight, duty, and rest provisions) in accordance with the limitations and provisions of MA059.

OPSPEC/MSPEC A096 - ACTUAL PASSENGER AND BAGGAGE WEIGHT PROGRAM FOR ALL AIRCRAFT. Passenger and cargo-only operations conducted under parts 91 (subpart K), 121, 125, and 135 that use actual weights, or asked/volunteered weights plus 10 pounds to account for the weight and balance of all company-owned and operated aircraft, must be issued OpSpec A096. If OpSpec A096 is issued, OpSpecs A097, A098, and/or A099 may not be issued.

NOTE: Operators authorized to use average weight always retain the option to use actual weights.

OPSPEC/MSPEC A097 - SMALL CABIN AIRCRAFT PASSENGER AND BAGGAGE WEIGHT PROGRAM. Operators of small cabin aircraft type certificated for 5 to 29 passenger seats) that wish to use any combination of standard average, survey-derived average, segmented, and/or actual passenger and baggage weights must be issued OpSpec A097. (The classification of small, medium, and large cabin aircraft is based on the maximum type certificated number of passenger seats authorized for an aircraft, not the seating configuration as operated) If an operator elects to use only actual passenger and baggage weights, only OpSpec A096 needs to be issued. Table 1 of OpSpec A097 approves and tracks the general weight and balance control program weights that may consist of any combination of average, survey-derived average, segmented, and/or actual weights. Operators approved for survey-derived average weights must specify the expiration date of such weights. The expiration date for survey-derived average weights may not exceed 36 calendar-months, beginning the month the survey was completed to

derive such average weights. Table 2 of OpSpec A097 is used to approve route-specific program weights. The route-specific program weights may be comprised of any combination of standard average, survey-derived average, segmented, and/or actual passenger and baggage weights. Inspectors should review AC 120-27, as amended, before issuing OpSpec A097 to verify operator weight and balance control program compliance.

OPSPEC/MSPEC A098 - MEDIUM CABIN AIRCRAFT PASSENGER AND BAGGAGE WEIGHT PROGRAM. Operators of medium cabin aircraft (aircraft type certificated for 30 to 70 passenger seats) that wish to use any combination of standard average, survey-derived average, segmented, and/or actual passenger and baggage weights must be issued OpSpec A098. (The classification of small, medium, and large cabin aircraft is based on the maximum type certificated number of passenger seats authorized for an aircraft, not the seating configuration as operated.) If an operator elects to use *only* actual passenger and baggage weights, OpSpec A096 needs to be issued. Table 1 of OpSpec A098 approves and tracks the general weight and balance program weights that may consist of any combination of average, survey-derived average, segmented, and/or actual weights. Operators approved for survey-derived average weights must specify the expiration date of such weights. The expiration date for survey-derived average weights may not exceed 36 calendar-months, beginning the month the survey was completed to derive such average weights. Table 2 of OpSpec A098 is used to approve route-specific program weights. The route-specific program weights may be comprised of any combination of standard average, survey-derived average, segmented, and/or actual passenger and baggage weights. Inspectors should review AC 120-27, as amended, before issuing OpSpec A098 to verify operator weight and balance control program compliance.

OPSPEC/MSPEC A099 - LARGE CABIN AIRCRAFT PASSENGER AND BAGGAGE WEIGHT PROGRAM. Operators of large cabin aircraft (aircraft type certificated for 71 or more passenger seats) that wish to use any combination of standard average, survey-derived average, segmented, and/or actual passenger and baggage weights must be issued OpSpec A099. (The classification of small, medium, and large cabin aircraft is based on the maximum type certificated number of passenger seats authorized for an aircraft, not the seating configuration as operated.) If an operator elects to use *only* actual passenger and baggage weights, OpSpec A096 needs to be issued. Table 1 of OpSpec A099 approves and tracks the general weight and balance program weights that may consist of any combination of average, survey-derived average, segmented, and/or actual weights. Operators approved for survey-derived average weights must specify the expiration date of such weights. The expiration date for survey-derived average weights may not exceed 36 calendar-

months, beginning the month the survey was completed to derive such average weights. Table 2 of OpSpec A099 is used to approve route-specific program weights. The route-specific program weights may be comprised of any combination of standard average, survey-derived average, segmented, and/or actual passenger and baggage weights. Inspectors should review AC 120-27, as amended, before issuing template A099 to verify operator weight and balance control program compliance.

OPSPEC/MSPEC A447 - EMERGENCY AIRWORTHINESS DIRECTIVES (AD) NOTIFICATION INFORMATION.

A. OpSpec A447 is a permanent data collection OpSpec paragraph for certificate holders that conduct operations under parts 121, 125, and 135. The Emergency Airworthiness Directives (AD) Notification was originally put into OpSpec A047 and now is contained in A447 (see below for how to complete and issue A447):

(1) Essentially, the notification of emergency ADs “receipt” is the responsibility of an operator’s Management Personnel. Part A of the templates is for general operations and management responsibilities.

(2) The Principal Operations Inspector, along with the Principal Maintenance Inspector and the Principal Avionics Inspector, is responsible to see that a certificate holder complies with an AD, as applicable for the operations of any particular aircraft. All three principal inspectors are responsible for ALL the templates in Part A.

(3) If needed, the principal inspectors should fill out the appropriate information for the certificate holder and “activate” the OpSpec paragraph. The certificate holder is not required to sign the paragraph in the same way as an OpSpec authorization. If the FAA signs and activates the paragraph, it is considered to be effective.

(4) The FAA uses the 400 series of templates in the OPSS for “data collection.”

B. ADs are substantive regulations issued by the FAA in accordance with 14 CFR part 39. ADs are issued when an unsafe condition has been found to exist in particular aircraft, engines, propellers, or appliances installed on aircraft. ADs are also issued when that unsafe condition is likely to exist or develop in other aircraft, engines, propellers, or appliances of the same type design. Once an AD is issued, no person may operate a product to which the AD applies except in accordance with the requirements of that AD.

C. Emergency ADs require immediate action. The FAA only distributes emergency ADs that affect transport category aircraft by facsimile. As such, all certificated operators are being required by an approved document to provide an AD point of contact (name, address, city, state, zip, telephone, and e-mail) and a facsimile transmission

telephone number for emergency AD notification. The owner or operator of an aircraft is responsible for maintaining that aircraft in an airworthy condition, as required by 14 CFR part 91, section 91.403(a) and part 39.

D. AIR-140, Delegation and Airworthiness Programs Branch, will notify all affected operators of the issuance of the emergency ADs via the facsimile number(s) identified by the operator's method of notification in the template.

(1) *Part 121 and 125 Operators.* AIR uses facsimiles for the official notification of the transport category emergency ADs to part 121 and 125 operators. AIR mails paper copies of ADs to all applicable registered owners (part 135 and others).

(2) *All other Operators.* Due to a large number of owners/operators (part 129, 135, 91, etc.), AIR uses the FAA Aircraft Registry address database and the U.S. Mail system for official notification of emergency ADs. AIR uses the information in template A447 to verify those addresses.

(3) Currently, AIR no longer uses SITA, ARINC, or TELEX codes for electronic notification. AIR does not use e-mail for official emergency AD notification or receipt acknowledgement.

E. Upon receipt of an emergency AD, the certificate holder will immediately confirm receipt of the AD by signing the fax cover page and faxing it to AIR-140 at (405) 954-4104. This assures the FAA that all operators affected by an emergency AD have been notified in time to comply with its requirements and avoid any undue safety risks.

F. ADs from the 1940s to the present are now available in electronic format for full text searching on the FAA website at www.airweb.faa.gov/rgl. You can also find ADs from the FAA home page (www.faa.gov) by clicking on Airworthiness Directives. Questions can be directed to any of the following:

Mary Johnson, AIR-520, Automated Systems Branch (202) 267-3522

Lynn Hutcherson, AFS-610, Airworthiness Programs Branch (405) 954-6896

Susan Buckingham, AIR-520 (202) 267-3682

OPSEC/MSPEC/LOA A449 - ANTIDRUG AND ALCOHOL MISUSE PREVENTION PROGRAM.

Opspec/MSpec A449 is applicable for 14 CFR part 121, 121/135, and 135 certificate holders, part 91K (fractional owners) program managers, or part 91 operators conducting sightseeing operations under part 135, section 135.1(c).

- The certificate holders, program managers, or operators are responsible for providing the information required by part 121, appendices I and J to the POIs

for the issuance of OpSpec/MSpec A449 or MA449, as applicable.

- OpSpec/MSpec A449 is a "data collection" template and should not be construed as a Flight Standards authorization.
- Oversight of the actual implementation of the Antidrug and Alcohol Misuse Prevention Program is the function of the Office of Aerospace Medicine, Drug Abatement Division (AAM-800).
- When any changes occur, certificate holders and operators are responsible for providing Flight Standards with current information to update and amend A449.
- Even though the A449 OpSpec or template is for data collection purposes, it should be signed by the certificate holder or operator because they are "certifying" that the information is accurate and that they will comply with the applicable requirements of part 121, appendices I and J.
- In the part 91K database, the program manager is certifying that the information is accurate for its Antidrug and Alcohol Misuse Prevention Program.

A. The following must comply with the Antidrug and Alcohol Misuse Prevention Program regulations in accordance with part 121, appendices I and J, and must have OpSpec A449 issued by Flight Standards:

- All part 121 and 135 certificate holders.
- All part 91 sightseeing operations as defined by § 125.1(c) unless an exemption has been granted from the Antidrug and Alcohol Misuse Prevention Program regulations.
- All part 91, subpart K Program Managers must have an antidrug and alcohol misuse prevention education program. MSPEC A449 must be issued indicating where those records are kept.

B. All part 121 and 135 certificate holders must be issued OpSpec A449.

- Existing part 121 and 135 certificate holders must provide the information to their POIs that is required by part 121, appendices I and J for the issuance of OpSpec A449.
- New part 121 and 135 certificate holders must have an Antidrug and Alcohol Misuse Prevention Program and OpSpec A449 issued by their POI before beginning operations pursuant to the certificate.
- The Antidrug and Alcohol Misuse Prevention Program shall be implemented concurrently with beginning such operations.
- When a part 121 or 135 certificate holder surrenders its certificate or its certificate is terminated, revoked, or suspended, it must discontinue testing

under its Antidrug and Alcohol Misuse Prevention Program. OpSpec A449 should be archived when the certificate is no longer in an active status.

- Part 135 certificate holders must declare whether they have 50 or more safety-sensitive employees or fewer than 50 safety-sensitive employees. Whenever the number changes from 50 or more to fewer than 50, or vice versa, the certificate holder must inform the POI and OpSpec A449 would need to be amended.
- Certificate holders that operate under part 121 and 121/135 are required to report testing data annually to the FAA, Office of Aerospace Medicine, regardless of the number of safety-sensitive employees in their company. Therefore, there is no requirement to declare when the number of their safety-sensitive employees crosses over or below 50.

C. Part 91 Operators Conducting Sightseeing Operations (§ 135.1(c)).

(1) All Part 91 operators conducting sightseeing operations as defined in § 135.1(c) must submit an Antidrug and Alcohol Misuse Prevention Program Registration in duplicate to:

FAA, Office of Aviation Medicine
Drug Abatement Division (AAM-800)
800 Independence Avenue, SW.,
Washington, DC 20591

(2) The Antidrug and Alcohol Misuse Prevention Program Registration Format can be obtained at www.faa.gov/avr/aam/adap/index.cfm or by calling the Drug Abatement Division at (202) 267-8442.

(3) Upon receipt of an Antidrug and Alcohol Misuse Prevention Program Registration Format, the Drug Abatement Division will stamp it “received,” include the assigned FAA registration number, and send it back to the operator.

(4) Part 91 operators conducting sightseeing operations as defined in § 135.1(c) must be issued LOA A449, except those described in subparagraph (5) below.

- Existing part 91 operators conducting sightseeing operations as defined in § 135.1(c) should provide the local Flight Standards District Office (FSDO) with the registration information required by part 121, appendices I and J:
- The operator should provide a copy of the Registration Format that the operator has received back from the Drug Abatement Division with the Registration of Identification number.

- The local FSDO should check the part 91(J) database in the OPSS for the operator and the identification number.
- If the operator and template are already filled out in the OPSS, the appropriate FSDO personnel should sign and activate the A449 template.
- If the operator is in the OPSS part 91(J) database but the A449 template is incomplete, the FSDO personnel should enter the information from the Registration Format, sign and activate the template.
- New part 91 operators conducting sightseeing operations as defined in § 135.1(c) must submit an Antidrug and Alcohol Misuse Prevention Program Registration to the FAA Drug Abatement Division.
- The Drug Abatement Division will send a copy of the Registration Format back to the operator with the Registration (or identification) number it assigns to that operator generated in the part 91(J) database in the OPSS.
- The Drug Abatement Division will enter the information provided on the Registration Format in regard to that operator into the part 91(J) database and into the A449 template.
- The Drug Abatement Division will activate the A449 template for the new operator and request that AFS-260 move that operator into the appropriate Flight Standards Office database.
- If changes occur, the operator must notify its local FSDO for amending its A449. The operator should also send a copy of its amended Registration Format to the Office of Aerospace Medicine.
- The Programs shall be implemented concurrently with the start of operations.

(5) *Exemptions.* Certain operators who are granted an exemption from the Antidrug and Alcohol Misuse Prevention Program regulations are not required to have A449 issued. These exemptions are granted to operators that conduct sightseeing flights for charity or community events, such as an airport open house, pancake breakfast, charitable purpose, or community fundraising event, provided that they are conducted less than four times per year and meet certain specified safety criteria.

D. Contract Employees. No applicable certificate holder or operator shall use a contractor's employee to perform safety-sensitive functions who is not subject to its own or a certificate holder's or operator's Antidrug and Alcohol Misuse Prevention Program. All new applicable certificate holders and operators must ensure that their contract employees who perform safety-sensitive functions are subject to an Antidrug Program and Alcohol Misuse Prevention Program.

E. Terminated Antidrug and Alcohol Misuse Prevention Program. If the certificate holder or operator ceases to perform safety-sensitive functions, it must notify the POI to archive A449 and the certificate holder or operator must discontinue testing under the Antidrug and Alcohol Misuse Prevention Program.

F. Compliance and Enforcement Authority. All oversight of the Antidrug and Alcohol Misuse Prevention guidance, inspections, and enforcement activity will be conducted exclusively by the Drug Abatement Division (AAM-800), Office of Aerospace Medicine. Any and all enforcement actions to be taken for violations of part 121, appendices I and J, and other sections of 14 CFR related to drug and alcohol testing by the aviation industry, is the sole responsibility of the Drug Abatement Division. Any indication of possible regulatory violations of these provisions must be referred to the Drug Abatement Division at the address provided in item C(1) above. All questions regarding the Antidrug and Alcohol Misuse Prevention Program must be directed to the Drug Abatement Division.

OPSPEC A501. LIABILITY INSURANCE SUSPENSION FOR SEASONAL OPERATIONS.

A. Liability insurance coverage and the associated DOT forms (OST Form 6410, U.S. Air Carrier Certificate of Insurance) are an inclusive part of the economic authority required for part 135 and part 121 air carrier certificate holders. This is not applicable to those with operating certificates. Title 14 CFR section 205.4(b) states, in part, that "Aircraft shall not be listed in the carrier's operations specifications with the FAA and shall not be operated unless liability insurance coverage is in force."

B. Title 14 CFR section 119.61(b)(4) provides for the issuance of OpSpec paragraph A501, Liability Insurance Suspension for Seasonal Operations, which effectively suspends the air carrier certificate holder's OpSpecs and requirement for liability insurance for the period of time established in Table 1 of that OpSpec paragraph. The operator cannot use the aircraft during that period of time to conduct operations in air transportation. The Principal Operations Inspector (POI) and the Principal Maintenance Inspector (PMI) need to coordinate this effort.

C. OpSpec paragraph A501 may be issued in order to comply with the requirements of sections 205.4(b) and

119.61, if the air carrier certificate holder:

(1) Does not want to surrender its certificate during non-operational periods,

(2) Requests the issuance of OpSpec paragraph A501 in writing, specifying the date it chooses to cease operations and the date it will resume operations,

(3) Wants to cancel the liability insurance on *all* of its aircraft for a period of 60 days or more during the specific period of non-use, and

(4) Completely ceases operations for a period of 60 days or more during the specific period of non-use.

D. The status of the air carrier certificate holder's certificate remains active even though the OpSpecs are in the "suspension" status. No status changes to the VIS or the OPSS are required.

E. If the air carrier certificate holder *does not want to cease all operations* but wants only to reduce the number of aircraft operated for a period of time and not carry the liability insurance for those aircraft, it has two options:

(1) Remove those aircraft completely from its OpSpecs, OR

(2) Place those aircraft into long-term maintenance or long-term storage and issue OpSpec D106, Aircraft in Long-Term Maintenance or Storage (reference FAA Order 8300.10, vol. 2, chapter 84).

F. The air carrier certificate holder or its insurance company will send notification of the suspension of liability insurance to the appropriate FAA or DOT office as required by part 205, section 205.7(a). (The FAA will record the notification and the red ALERT CLAUSE, "Insurance in a Non-Compliant State," will appear at the top of the "Maintain Operations Specifications" window in the OPSS for that certificate holder. (Use the "Review Insurance Info" selection in the OPSS to view the details of the noncompliance.))

G. At no time will OpSpec paragraphs A501 and D106 be active at the same time. These paragraphs are developed as separate provisions for specific needs. (See FAA Order 8300.10, vol. 2, chapter 84 for guidance on OpSpec D106.)

H. Start-Up Procedures and Rescinding OpSpec A501.

(1) Prior to the "Re-Start of Operation" date listed in Table 1 of OpSpec A501, the air carrier must reinstate the required liability insurance. OST Form 6410 must be filed with the appropriate FAA or OST office at least 5 days prior to the "Re-Start of Operation" date listed in Table 1 of the OpSpec.

(2) PIs should verify with AFS-260 (for air taxi operators), AAL-230 (for Alaskan air carriers), and OST X-56 (for DOT certificated and commuter carriers) that the air

carrier has filed evidence of liability insurance coverage as required by 14 CFR part 205 and that it otherwise continues to hold the necessary economic authority to resume operations.

(3) See FAA Order 8400.10, vol. 2, chapter 1, section 2, paragraph 19 for additional guidance in regard to liability insurance.

(4) OpSpec A501 must be rescinded and archived in the OPSS. Again, there should be no changes made to the Vital Information Subsystem (VIS) nor the OPSS for the certificate status. When the required liability insurance documentation is received by AFS-260, the red ALERT CLAUSE will be removed for that certificate holder. See FAA Order 8400.10, vol. 3, chapter 1, section 2, paragraph 47, OPSS Liability Insurance Subsystem, for information regarding the ALERT CLAUSE.

(5) The PI must review the recency requirements of section 119.63 for the air carrier certificate holder and reexamine as necessary prior to the start of the seasonal operations.

OPSPEC A502, AIR CARRIER MERGER AND/OR ACQUISITION.

A. OpSpec A502 is provided to specifically address conditions that must be met by the operator during the transition process. Fields are provided to outline specific conditions that must be met by the operator in order to continue operations during the transition period. These fields are (1) General, (2) Operations, and (3) Airworthiness.

B. After the transition team reaches consensus on the transition plan, primary conditions provided in the plan should be entered in the appropriate field by the principal inspector responsible for that area.

(1) *General.* Principal inspectors of either specialty may use the "General" field to identify conditions that do not belong specifically to operations or airworthiness. Examples include station personnel training, flight

numbering, and administrative department functions (such as reservations and sales).

(2) *Operations.* The Operations field is provided to identify specific operational conditions. There are three areas that should be addressed in the Operations field. They are Operational Control, Training and Qualification, and Other.

(a) *Operational Control.* Operational control fields should identify which air carrier will assume operational control responsibility over the combined operation and the date that transfer is planned to take place. If the change-over is to be phased in over a period of time, such as by fleet, appropriate milestones should be entered here. Milestones listed in this field should correlate with the same milestones in the transition plan.

(b) *Training and Qualification.* Training and qualification fields should identify planned dates crew-member training and qualification will be completed. If two or more fleets will be phased in over different time periods, the fleet types and their associated training and qualification date milestones should be entered in the free-text fields provided. Training plans for dispatchers and flight followers should be included here, as well. Milestones listed in this field should correlate with the same milestones in the transition plan.

(c) *Other.* This field is provided for other operations milestones not addressed in Operational Control or Training and Qualification. Examples include manual revisions, computer system support, and record keeping.

(3) *Airworthiness.* The Airworthiness field is provided to identify specific conditions that apply to airworthiness. Maintenance program manual milestones should be listed in this field. Training and qualification of mechanics and inspectors should be identified here, as well. Major milestones outlining the transition of maintenance responsibilities and record keeping are appropriate for this field.

65. – 70. RESERVED.

[PAGES 3-51 THROUGH 3-56 RESERVED]

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